

ARRIVAL OF YACHT LA PALOMA



(From Thursday's Advertiser.)

Despite the fact that the launches and pilot boat failed to locate the yacht La Paloma off the harbor yesterday morning and reported that the lookout at Diamond Head had sent in a false alarm in reporting the little craft, the Hawaiian yacht was resting securely after her long and plucky run, out beside the bell buoy, having crossed the finishing line a few minutes before midnight.

Thus while the Hawaiian representative in the transpacific race missed the warm reception that had been planned for her and her gallant crew when she rounded Diamond Head, the welcome given after daybreak revealed her presence and the launches could reach her was a hearty one, if delayed. And certainly neither Hawaii nor Captain Macfarlane need be ashamed of the record of La Paloma, although her efforts failed to put her across the finishing line ahead of either of her fast rivals.

Handicapped by reason of a foul hull and forced to start on the long haul in a leaking condition, because of state of affairs on the California coast due to the earthquake made necessary repairs impossible, the plucky craft put to sea in competition with two superb vessels and ran them closely through the whole course of over two thousand miles. In addition to her other handicaps the yacht was unfortunate enough to have a faulty chronometer, putting her off her course some sixty miles at the finish and shutting her out from the second prize, which would have been hers on time allowance if this lost distance had not to be made up.

Captain Macfarlane expresses himself well satisfied with the result of the first transpacific race, in making which a certainty he played a prominent part. For the reception given him on the coast by the yachtsmen he cannot give too much praise, and he has expressed the hope that the visiting yachtsmen in Hawaii may carry away as high an opinion of Hawaiian hospitality as he has brought home concerning the hospitality of the Californians.

For his sailing master and crew Macfarlane said: "In regard to the officers and crew of La Paloma I can only say that to them is due the full credit for the fast time that the little boat made, and that from Captain Mosher down every man did his very best to keep up the boat to her highest speed. I want to thank them all through the press for the hard work which they went through without a murmur of any kind.

The daily record of the trip, as given in the yacht's log, is:

Start of the race off San Pedro. At 12:10 we crossed the line with all lower sails set with fresh NW. wind. The Lurline was second to cross the line about 5 minutes later and the Anemone about 10 minutes later. In about 15 minutes later the Lurline passed us to leeward and had all sails set and made a fine picture. At 1:30 Anemone passed us also to leeward with all sails set. At 1:50 we shaped our course SSE, and set staysail and we seemed to hang on fairly well.

2:30. Ran into a calm sea. Anemone and Lurline and calm continued with light baffling winds until 10 p. m. when we picked up a light wind that took us out clear of the Catalina island still holding our course. At 5 p. m. we had hauled up to the Anemone and three of us all in a line with the line about 5 miles to the south and the Anemone headed the same course about 3 miles from us and that was the position we saw of them when night came on. At 12 midnight wind freshened up to quite a blow and we had to take in staysail.

4 a. m. 12th came on a severe blow from NW. with very heavy seas abeam and coming clear over her and into cockpit. Took in mainsail and furling same and ran her off a point under foresail, staysail and jib making better weather of it. 8 a. m. took in jib and left foresail and staysail up. Wind had freshened up to a good fresh gale and blowing at the rate of 50 miles an hour and very cold. Seas still coming over her and coming down through both skylights. Put on extra covers on skylights to keep seas out. 11 a. m. found water over cabin floor and went to pump but would not draw and was obliged to take up flooring and bail out with bucket and before we got her dry had taken out all of 60 gallons. We would like to have saved her off another point but that would have taken her out of our course and that we would not think of as we are in a race and every mile counts.

12 noon. 1st day. Lat. 31.55. Long. 118.55. Course S. and W. Run 137 miles. 6 p. m. Still blowing at 50 let us and still holding our log. Barom.

still down 29.27. No yachts in sight. Still making water and bailed out 60 gallons; everything below wet. Unable to cook anything and all we can do is to make coffee and lucky to do that much.

12 midnight. Gale still holding on and still on same course. Double watch all day and night.

6 a. m. 13th. Gale still on and yacht acting well. No yachts in sight.

12 noon 13th. 2nd day out. Lat. 30.41. Long. 120. Course SSW. Run 129 miles. Barom. has gone up a little and look for a change shortly.

6 p. m. Gale still on and still working under foresail and staysail. Bailed out water and the same 60 gallons. Still unable to work. Native sailor taken sick first night out with chill and fever and very sick man and unable to do any kind of duty. Took him in hand and gave him medicine.

12 midnight. Gale still on and we are still holding our course and making the best of it and doing as well as expected.

6 a. m. 14th. Gale has moderated a little so as to allow us to set storm foresail making her more steady and giving a little more speed. Still bailing out 60 gallons just managed to keep water off cabin floor. Glass still going up.

12 noon 14th. 3rd day out. Lat. 29.37. Long. 123. Course WSW. Run 157 miles. Weather still same and still sailing under same sails.

6 p. m. Bailed out usual 60 gallons of water with buckets and always takes an hour. Weather about same. No change and yacht doing as well as can be expected in such a blow.

12 midnight. Wind has moderated a little but not enough to make any more sail.

6 a. m. 15th. Wind has moderated a good deal and took in trysail and set mainsail with single reef. Bailed out 60 gallons of water. 10 a. m. set jib and at 12 noon shook out single reef in mainsail and ran sailing under all lower sails.

Noon 15th. 4th day. Lat. 28.31 N. Long. 126 W. Course WSW. Run 183 miles. Weather still moderating and seas gone down a good deal and blowing about 30 miles an hour from north and about abeam.

Noon. set staysail and drawing well running off about 8 miles an hour. 3 p. m. took in staysail and jib and set balloon jib as wind had moderated a good deal and now blowing about 10 miles an hour and seas gone down a good deal and having very fine weather. Got a good hot lunch as we can handle things in galley without any trouble. Weather getting warm and can see the sun and feels like home (Honolulu) and ther. 65 could not ask for better weather, but would like more wind, as it is not steady as we get it in spurts and lasts for an hour and then down to just steering way. Could we hold the wind we could easy run off 240 miles each day. No sign of any yachts.

6 p. m. Fine weather but light winds NW. Moderate sea from NW. Bailed out some 60 gallons and will have to keep it up the whole way home.

12 midnight. Fine weather with smooth seas and light winds from NW. Have taken off double watch and sailing under single watch on account of the weather.

6 a. m. 16th. Still same weather; doing as well as can expect. Set topsail but took them in as they did not fit. Native sailor still sick but a good deal better. Bailed out some 60 gallons water and will do so twice a day for the rest of the trip.

10 a. m. Carried away staysail hallards but sent a man aloft and got staysail set in about half an hour.

12 noon 16th. 5th day. Lat. 27.36. Long. 128.42. Course WSW. Run 160 miles.

7:30 p. m. Exchanged signals with Mariposa Lat. 27.14 N. 129.26 W. We picked up steamer at 7 p. m. to the south of us from Tahiti bound for San Francisco and at 7:30 she passed at our stern about 100 yards from us. After her answering our night signal she gave us three blasts of her whistle and our crew gave her three cheers for Captain Lawless and in 15 minutes she was out of sight. At 6 p. m. we did our usual amount of bailing out of 60 gallons of water.

12 midnight. Still fine weather with usual wind and sea.

6 a. m. Wind rather light and making rather slow progress; very light winds. Did the usual amount of bailing 60 gallons. Native sailor on deck for the first time and is all over his sickness thanks to our medicine chest for it is all cured.

12 noon 17th. 6th day. Lat. 26.51. Long. 131.55. Course WSW. Run 166 miles. Have had light winds all morning with smooth seas. We still carry same amount of sail No yachts in sight. Wind still abeam.

6 p. m. Wind freshened up to a fair breeze and we are running wing and wing. Can not use

6 p. m. Wind freshened up at 2:30 to about a 15-miles clip and we still hold it abeam. We still carry our sails that we set three days ago and that is mainsail, foresail, staysail, balloon jib and fisherman staysail which is about all she can stand up under. Bailed out our usual 60 gallons water.

12 midnight. Wind holding just the same and if we can run along at the present rate for 24 hours we ought to make all of 200 miles.

6 a. m. 18th. We are still holding the wind and had a fine run all night. Bailed out 60 gallons water. No yachts in sight.

12 noon 18th. 7th day. Lat. 25.3. Long. 134.42. Course WSW. Run 199 miles.

6 p. m. At 1 o'clock took in balloon jib fearing that we may rip same for the wind had freshened up to a 40 mile clip and very heavy seas running which made the yacht hard to steer. Lashed balloon jib on bowsprit ready to set again and set jib.

12 midnight. Wind still holding as fresh and making good time.

6 a. m. 19th. Had fine run all night with wind still holding fresh and heavy seas. At 10 a. m. wind moderated somewhat, so that we took in jib and set balloon jib and making good time, but yacht very hard to steer or of running with heavy seas. Seeing today that the yacht is making a good deal more water and are now obliged to bail her out three times a day which means 180 gallons a day, I would venture to say that if we left off bailing for three days she would fill and go down.

12 noon 19th. 8th day. Lat. 25.27. Long. 138.29. Course W. by S. Run 185 miles.

6 p. m. Wind has moderated somewhat, but has left a very heavy sea running, which makes it very hard to steer, and is rolling very heavy. Still bailing out our usual amount of water, 60 gallons.

12 midnight. Wind and sea about the same and rolling very heavy. At 10 o'clock was obliged to take in fisherman staysail on account of wind being well aft and not drawing.

6 a. m. 20th. Wind and sea about the same and only mainsail and balloon doing any work. Bailed out 60 gallons water. No yachts in sight.

12 noon 20th. 9th day. Lat. 25.5. Long. 140.50. Course S. by S. 3-4 S. Run 145 miles. We are obliged to bail out by hand three times a day, which makes 180 gallons of water she is making.

6 p. m. Wind has hauled dead aft, so that we had to wing out foresail and take in forestaysail; with heavy seas running, wind has moderated somewhat.

12 midnight. Wind and sea about same and still running wing and wing and rolling very heavy.

6 a. m. 21st. Wind and seas about the same as at midnight. No yachts in sight.

12 noon 21st. 10th day. Wind hauled abeam about 10 a. m. We set forestaysail and balloon jib to a moderate breeze. Anything to make time. Lat. 24.19. Long. 143.48. Course WSW. Run 161 miles.

6 p. m. Wind and seas about the same and making fair weather of it. We did our usual bailing. No yachts in sight.

12 midnight. Wind has died out a good deal and still holding to same sails.

6 a. m. 22nd. Wind very light and carrying same sails, but making little headway. Did our usual amount of bailing out. No yachts in sight.

12 noon 22nd. 11th day. At 8 a. m. very heavy rain squalls from all points; confused seas making yacht labor very hard to manage and blowing hard from all directions. Unable to get the sun; on that account can not give our position or distance run.

6 p. m. At 3:30 cleared off and we think that the trade winds are down to stay and we are running, wing and wing before a good 30-knot breeze and also a clear sky, which is the first we have had since we left and will say that so far we have not had one night of star light, for the nights have been very dark. The first real calm since we started was this day from 12:30 to 3 o'clock, when we got the trades, although we have not had a good steady breeze for 24 hours at a time since our first two nights out. No yachts in sight.

12 noon 22nd. 11th day. Lat. 23.50. Long. 146.30. Course WSW. Run 147 miles.

12 midnight. Wind has died out to a dead calm since 7:30 and rolling very heavy.

6 a. m. 23rd. Still a dead calm; has been all night. 7:30 wind has freshened up some and at 10 a. m. wind freshened up to a fair breeze and we are running wing and wing. Can not use

derstand why we have not got the trade winds to stay, as we have the wind from about 10 a. m. until 6:30; then it will die out, and the night baffling winds. No yachts in sight.

12 noon 23rd. 12th day. Lat. 22.09. Long. 148.35. Course SW. by W. 3-4 W. Run 147 miles.

6 p. m. Had light wind the whole afternoon and still running wing and wing. Still bailing out our usual amount of water. No yachts in sight.

12 midnight. At 6:30 wind had hauled around to the NW, and freshened up to a 30-mile breeze, which gave us a good start, and we at once set forestaysail and making about 5 miles an hour. At 11 p. m. wind left us to a light breeze and hauled to NE, again, when we had to take in our forestaysail and run wing and wing.

6 a. m. 24th. Wind light and still running wing and wing, with heavy swells behind us, which means a good deal to us in making time. At 2:30 saw a very large meteor fall from the heavens and burst on the horizon and so bright that you could have seen to read by it and it lasted fully 5 minutes and it was a grand sight. Bailed out usual amount of water. No yachts in sight.

Today is Sunday and we intend to have service and also have the graphophone sing "Nearer My God to Thee."

12 noon 24th. 13th day. Lat. 21.54. Long. 151.1. Course WSW. Run 119 miles. At 11 a. m. we had service in the cabin and also had "Nearer My God to Thee" sung by the graphophone.

At 10:30 wind hauled abeam and freshened up a little, so we set balloon jib and forestaysail, but it did not last long, for at 11:30 had to take them in and run wing and wing, but now we have good strong trades and hope they will last for the last 24 hours was very calm. No yachts in sight.

This is our last dinner for a Sunday on the yacht, for we expect to make home by Monday night, if we get any kind of a wind, so this is our menu:

MENU.
On Board La Paloma.
Manhattan Cocktail a la Mac.
Cream of Asparagus a la Lewis & Co.
Stuffed Olives.
Sauterne.

Fresh Flying Fish a la Sam.
Roast Veal.
New Green Peas.
Corn on Cob.

Plum Duff a la Spanish.
Cream Puff a la Jim.

Cheese.
Fruit.
Wafers.

6 p. m. At 12:30 wind hauled back to aft and then we had to take in forestaysail and balloon jib. Wind has freshened up a good deal and should hold for 24 hours we will make a good run. No yachts in sight.

12 midnight. At 6:30 wind had freshened up to all of 40 miles an hour and still aft, with sails wing and wing, and very heavy seas running, making yacht very hard to steer and hard work at the wheel. Yacht making good speed. At times we lose control of yacht and the main boom jibs, but we pull out all right.

6 a. m. 25th. Have had a fair, good 30-mile wind all night and making good time, and if wind continues till 12 noon we ought to make record run. Still bailing out 180 gallons. No yachts in sight.

12 noon 25th. 14th day. Lat. 21.30. Long. 154.10. Course W. by S. 1-3 S. Run 167 miles.

6 p. m. Had good breeze all the afternoon and making good time. Mosher said that by this time we ought to sight Maui, for all we had to go to make Honolulu at 12 o'clock noon was 137 miles, and we have fully run off since noon all of 40 miles, but I think that we will see Oahu at daybreak.

12 midnight. We still have a good breeze and making good time, but too black to see any land.

6 a. m. 26th. Much to our surprise, we found no land in sight, for according to our position we fully should be off Diamond Head light. Mosher says that the chronometer must be out, but we will soon know. No yachts in sight, but I fully believe that they are both in and that we have gone by the islands, and in that case we are out of the race. I have spoken to Mosher and asked him what he intends to do, as have by this time fully run 175 miles and we only have 137 miles to make Honolulu. Course was SW. and has been since 8 p. m. last night. Changed course SWS. 1-2 S. at 1 p. m.

12 noon 26th. 15th day. Took observations. No land in sight and things commence to look serious, as our navigator can not tell just where we are. At 2:30 p. m. picked up Molokai off our port bow, so now we know where we are. Blowing very strong trades and heavy seas running and wind abeam. Stood over for Molokai light, as it was impossible to run with the high seas and wind, which must have been fully 60 miles an hour. At 7:30 was abeam of Molokai light and about 5 miles from shore; then we jibed mainsail over and set our course for Diamond Head light.

At 8:30 passed large island steamer on port side and also at the same time schooner. 8:40 took in foresail on account of not drawing; running too free with mainsail; heavy seas. We set off our signals when off Koko Head and also when light was abeam, which was at 11:20 p. m. and there we got an answer from lookout. We continued our course until off the bell buoy and there leave to for the rest of the night, and thanks to the Almighty God for our safe trip and that we arrived all right, and glad that we are back to dear old Honolulu, where we can see some sunshine. We have made the trip in 15 days 11 hours and 20 minutes, covering a distance of 2447 miles, from San Pedro to Honolulu, and as for the distance the yacht has sailed, it is as follows:

Miles.
Honolulu to San Francisco.....3292
San Francisco to San Pedro.....444
San Pedro to Honolulu.....2447

Total.....6183

Taking 2 months and 14 days.

THE DAILY RUN.

Miles.
Tuesday, 1st day.....137
Wednesday, 2d day.....120
Thursday, 3d day.....157
Friday, 4th day.....167
Saturday, 5th day.....160
Sunday, 6th day.....140
Monday, 7th day.....125
Tuesday, 8th day.....125
Wednesday, 9th day.....125
Thursday, 10th day.....125
Friday, 11th day.....125
Saturday, 12th day.....125

Monday, 13th day.....125
Tuesday, 14th day.....125
Wednesday, 15th day.....125
Thursday, 16th day.....125
Friday, 17th day.....125
Saturday, 18th day.....125
Sunday, 19th day.....125
Monday, 20th day.....125
Tuesday, 21st day.....125
Wednesday, 22nd day.....125
Thursday, 23rd day.....125
Friday, 24th day.....125
Saturday, 25th day.....125
Sunday, 26th day.....125
Monday, 27th day.....125
Tuesday, 28th day.....125
Wednesday, 29th day.....125
Thursday, 30th day.....125
Friday, 31st day.....125
Saturday, 1st day.....125
Sunday, 2nd day.....125
Monday, 3rd day.....125
Tuesday, 4th day.....125
Wednesday, 5th day.....125
Thursday, 6th day.....125
Friday, 7th day.....125
Saturday, 8th day.....125
Sunday, 9th day.....125
Monday, 10th day.....125
Tuesday, 11th day.....125
Wednesday, 12th day.....125
Thursday, 13th day.....125
Friday, 14th day.....125
Saturday, 15th day.....125
Sunday, 16th day.....125
Monday, 17th day.....125
Tuesday, 18th day.....125
Wednesday, 19th day.....125
Thursday, 20th day.....125
Friday, 21st day.....125
Saturday, 22nd day.....125
Sunday, 23rd day.....125
Monday, 24th day.....125
Tuesday, 25th day.....125
Wednesday, 26th day.....125
Thursday, 27th day.....125
Friday, 28th day.....125
Saturday, 29th day.....125
Sunday, 30th day.....125
Monday, 31st day.....125

Monday, 32nd day.....125
Tuesday, 33rd day.....125
Wednesday, 34th day.....125
Thursday, 35th day.....125
Friday, 36th day.....125
Saturday, 37th day.....125
Sunday, 38th day.....125
Monday, 39th day.....125
Tuesday, 40th day.....125
Wednesday, 41st day.....125
Thursday, 42nd day.....125
Friday, 43rd day.....125
Saturday, 44th day.....125
Sunday, 45th day.....125
Monday, 46th day.....125
Tuesday, 47th day.....125
Wednesday, 48th day.....125
Thursday, 49th day.....125
Friday, 50th day.....125
Saturday, 51st day.....125
Sunday, 52nd day.....125
Monday, 53rd day.....125
Tuesday, 54th day.....125
Wednesday, 55th day.....125
Thursday, 56th day.....125
Friday, 57th day.....125
Saturday, 58th day.....125
Sunday, 59th day.....125
Monday, 60th day.....125
Tuesday, 61st day.....125
Wednesday, 62nd day.....125
Thursday, 63rd day.....125
Friday, 64th day.....125
Saturday, 65th day.....125
Sunday, 66th day.....125
Monday, 67th day.....125
Tuesday, 68th day.....125
Wednesday, 69th day.....125
Thursday, 70th day.....125
Friday, 71st day.....125
Saturday, 72nd day.....125
Sunday, 73rd day.....125
Monday, 74th day.....125
Tuesday, 75th day.....125
Wednesday, 76th day.....125
Thursday, 77th day.....125
Friday, 78th day.....125
Saturday, 79th day.....125
Sunday, 80th day.....125
Monday, 81st day.....125
Tuesday, 82nd day.....125
Wednesday, 83rd day.....125
Thursday, 84th day.....125
Friday, 85th day.....125
Saturday, 86th day.....125
Sunday, 87th day.....125
Monday, 88th day.....125
Tuesday, 89th day.....125
Wednesday, 90th day.....125
Thursday, 91st day.....125
Friday, 92nd day.....125
Saturday, 93rd day.....125
Sunday, 94th day.....125
Monday, 95th day.....125
Tuesday, 96th day.....125
Wednesday, 97th day.....125
Thursday, 98th day.....125
Friday, 99th day.....125
Saturday, 100th day.....125
Sunday, 101st day.....125
Monday, 102nd day.....125
Tuesday, 103rd day.....125
Wednesday, 104th day.....125
Thursday, 105th day.....125
Friday, 106th day.....125
Saturday, 107th day.....125
Sunday, 108th day.....125
Monday, 109th day.....125
Tuesday, 110th day.....125
Wednesday, 111th day.....125
Thursday, 112th day.....125
Friday, 113th day.....125
Saturday, 114th day.....125
Sunday, 115th day.....125
Monday, 116th day.....125
Tuesday, 117th day.....125
Wednesday, 118th day.....125
Thursday, 119th day.....125
Friday, 120th day.....125
Saturday, 121st day.....125
Sunday, 122nd day.....125
Monday, 123rd day.....125
Tuesday, 124th day.....125
Wednesday, 125th day.....125
Thursday, 126th day.....125
Friday, 127th day.....125
Saturday, 128th day.....125
Sunday, 129th day.....125
Monday, 130th day.....125
Tuesday, 131st day.....125
Wednesday, 132nd day.....125
Thursday, 133rd day.....125
Friday, 134th day.....125
Saturday, 135th day.....125
Sunday, 136th day.....125
Monday, 137th day.....125
Tuesday, 138th day.....125
Wednesday, 139th day.....125
Thursday, 140th day.....125
Friday, 141st day.....125
Saturday, 142nd day.....125
Sunday, 143rd day.....125
Monday, 144th day.....125
Tuesday, 145th day.....125
Wednesday, 146th day.....125
Thursday, 147th day.....125
Friday, 148th day.....125
Saturday, 149th day.....125
Sunday, 150th day.....125
Monday, 151st day.....125
Tuesday, 152nd day.....125
Wednesday, 153rd day.....125
Thursday, 154th day.....125
Friday, 155th day.....125
Saturday, 156th day.....125
Sunday, 157th day.....125
Monday, 158th day.....125
Tuesday, 159th day.....125
Wednesday, 160th day.....125
Thursday, 161st day.....125
Friday, 162nd day.....125
Saturday, 163rd day.....125
Sunday, 164th day.....125
Monday, 165th day.....125
Tuesday, 166th day.....125
Wednesday, 167th day.....125
Thursday, 168th day.....125
Friday, 169th day.....125
Saturday, 170th day.....125
Sunday, 171st day.....125
Monday, 172nd day.....125
Tuesday, 173rd day.....125
Wednesday, 174th day.....125
Thursday, 175th day.....125
Friday, 176th day.....125
Saturday, 177th day.....125
Sunday, 178th day.....125
Monday, 179th day.....125
Tuesday, 180th day.....125
Wednesday, 181st day.....125
Thursday, 182nd day.....125
Friday, 183rd day.....125
Saturday, 184th day.....125
Sunday, 185th day.....125
Monday, 186th day.....125
Tuesday, 187th day.....125
Wednesday, 188th day.....125
Thursday, 189th day.....125
Friday, 190th day.....125
Saturday, 191st day.....125
Sunday, 192nd day.....125
Monday, 193rd day.....125
Tuesday, 194th day.....125
Wednesday, 195th day.....125
Thursday, 196th day.....125
Friday, 197th day.....125
Saturday, 198th day.....125
Sunday, 199th day.....125
Monday, 200th day.....125
Tuesday, 201st day.....125
Wednesday, 202nd day.....125
Thursday, 203rd day.....125
Friday, 204th day.....125
Saturday, 205th day.....125
Sunday, 206th day.....125
Monday, 207th day.....125
Tuesday, 208th day.....125
Wednesday, 209th day.....125
Thursday, 210th day.....125
Friday, 211th day.....125
Saturday, 212th day.....125
Sunday, 213th day.....125
Monday, 214th day.....125
Tuesday, 215th day.....125
Wednesday, 216th day.....125
Thursday, 217th day.....125
Friday, 218th day.....125
Saturday, 219th day.....125
Sunday, 220th day.....125
Monday, 221st day.....125
Tuesday, 222nd day.....125
Wednesday, 223rd day.....125
Thursday, 224th day.....125
Friday, 225th day.....125
Saturday, 226th day.....125
Sunday, 227th day.....125
Monday, 228th day.....125
Tuesday, 229th day.....125
Wednesday, 230th day.....125
Thursday, 231st day.....125
Friday, 232nd day.....125
Saturday, 233rd day.....125
Sunday, 234th day.....125
Monday, 235th day.....125
Tuesday, 236th day.....125
Wednesday, 237th day.....125
Thursday, 238th day.....125
Friday, 239th day.....125
Saturday, 240th day.....125
Sunday, 241st day.....125
Monday, 242nd day.....125
Tuesday, 243rd day.....125
Wednesday, 244th day.....125
Thursday, 245th day.....125
Friday, 246th day.....125
Saturday, 247th day.....125
Sunday, 248th day.....125
Monday, 249th day.....125
Tuesday, 250th day.....125
Wednesday, 251st day.....125
Thursday, 252nd day.....125
Friday, 253rd day.....125
Saturday, 254th day.....125
Sunday, 255th day.....125
Monday, 256th day.....125
Tuesday, 257th day.....125
Wednesday, 258th day.....125
Thursday, 259th day.....125
Friday, 260th day.....125
Saturday, 261st day.....125
Sunday